

August 2003

NORTHERN COMMAND

SAFESTAT REPORT

Nevada Highway Patrol

Major Robert Wideman

Overview

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During the month of August, the Troopers of the Northern Command continued to face a substantial challenge in their continuing mission to enhance traffic safety on their designated roadways of responsibility. A major construction project on the highways of greatest traffic congestion proved to be a major contributor to the level of traffic carnage experienced in the Northern Command area. Despite these challenges, the Troopers held the increase in traffic collisions to a modest 6.5% increase over August 2002 and a 3.7% increase over July 2003. While the increase in total crashes is unfortunate, the Troopers can take pride in a reduction in the severity of the collisions. Collisions resulting in injuries declined 9.6% as compared to last year and declined 13.1% compared to the previous month. In addition, a trend toward fewer fatalities continued, with 3 fewer persons dying on our roadways as compared to last year.

The success in the reduction of collision severity and the minimal impact of the major construction project can be attributed to the enforcement efforts of the Troopers. The number of collisions that involve impaired drivers was sharply reduced compared to the previous year as well as the previous month. Overall enforcement activity increased by 12% compared to last year and 4.6% compared to last month. The gains in enforcement occurred despite a decline in the available Trooper work hours of 18.4% compared to last year.

The decline in staff hours available is due to a re-allocation of existing Trooper positions to southern Nevada. In keeping with an attitude of fiscal responsibility, the Northern Command has moved Trooper positions to the Southern Command as they become vacant to accommodate the explosive growth of southern Nevada without taxing the already tight budget of the state. No new Trooper positions were requested during the recent legislative session. Accordingly, the Northern Command has accomplished more work with fewer resources, and done so with more than 30 fewer Troopers than were present one year ago. Each Trooper is doing a much larger share of work than they have ever done in the past.

NORTHERN COMMAND

CRASH ANALYSIS AND OVERVIEW

	August 2003		August 2002	% Change		July 2003	% Change
Total Crashes	393		369	6.5%		379	3.7%
Property Crashes [including commercial vehicles]	275		239	15.1%		246	11.8%
Injury Crashes [including commercial vehicles]	113		125	-9.6%		130	-13.1%
Fatal Crashes [including commercial vehicles]	5		5	0%		3	66.7%
DUI Crashes [DUI charged]	8		26	-69.2%		11	-27.3%
Total persons killed in fatal crashes	5		8	-37.5%		3	66.7%
Total drivers killed without seatbelts	2		3	-33.3%		2	0%
Total passengers killed without seatbelts	1		5	-80%		0	100%
Total drivers killed with seatbelts	1		0	100%		0	100%
Total passengers killed with seatbelts	0		0	0%		0	0%
Total number of commercial vehicle crashes	18		1	1700%		4	350%
Property crashes involving commercial vehicle	14		0	1400%		3	366.7%
Injury crashes involving commercial vehicle	3		1	200%		1	200%
Fatal crashes involving commercial vehicle	1		0	100%		0	100%

Percentage of fatal crashes to total crashes 1.3%

Percentage of DUI crashes to total crashes 2.0%

Percentage of persons killed *without* seatbelts to total persons killed 60%

Percentage of commercial vehicle crashes to total crashes 4.6%

Analysis:

Overall crashes are up 3.7% compared to last month and up 6.5% compared to last year.

Property damage crashes are up 11.8% over the previous month and up 15.1% from the previous year.

Injury crashes are down 13.1% from the previous month and down 9.6% from the previous year.

Fatal crashes are up 66.7% (5 versus 3) from last month and unchanged compared to last year.

One fatality was a pedestrian, two were un-seat belted drivers, one un-seat belted passenger and one seat belted driver.

FIELD ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in previous fiscal year, versus previous reporting period]

	August 2003		August 2002	% Change		July 2003	% Change
DUI arrests from crashes	8		26	-69.2%		11	-27.3%
DUI arrests <i>prior</i> to crashes	122		146	-16.4%		118	3.4%
Other Arrests	497		573	-13.3%		527	-5.7%
Total Persons Arrested (DUI included)	218		280	-22.1%		233	-6.4%
Speed violations	2564		2101	22%		2420	6%
Hazardous moving violations	988		1013	-2.5%		882	12%
Occupant restraint violations *	344		360	-4.4%		428	-19.6%
Total violations ** [above violations included]	5956		5317	12%		5695	4.6%
Hazardous moving violations-citations/arrests	18		13	38.5%		1	1700%
Other traffic violations-citations/arrests	47		48	-2.1%		20	135%
Total safety inspections [Lvls 1,2,3&6]	385		465	-17.2%		405	-4.9%
Terminal inspections TIP (Lvl 5)							
Total safety violations -- citation	465		413	12.6%		240	93.8%
Total safety violations -- repair order	801		562	42.5%		627	27.8%
Total vehicles placed "Out of Service"	59		59	0%		189	-68.8%
Total drivers placed "Out of Service"	9		28	-67.9%		25	-64%
Total school buses inspected	124		133	-6.8%		187	-33.7%
Total school buses placed "Out of Service"	10		29	-65.5%		25	-60%
Total trucks weighed	153		57	168.4%		330	-53.6%
Total overweight citations	26		29	-10.3%		31	-16.1%
Total dyed fuel inspections	263		20	1215%		216	21.8%
Total dyed fuel citations	0		0	0%		5	-300%

* Seat belt and child restraint

**Total violations include Speed, Hazardous, Occupant restraint, Registration, Drivers License, Insurance and Other Categories.

Analysis:

Northern Command:

The speed enforcement index increased 6% from last month and is up 22% from this month last year, while the hazardous moving enforcement index increased 12% from last month but decreased 2.5% from last year. Total violations increased 4.6% from last month and have increased 12% from this month last year.

Reno Urban

We are continuing the use of special enforcement programs to encourage voluntary compliance. These programs include activities such as the “Bowl Patrol”, “Ramp” and “Turn Signal” enforcement.

- *“Bowl Patrol” – During peak hours of traffic flow, the officers are directed to limit the amount of time that they are on the side of the road with their emergency lights activated. When they are investigating a crash they are directed to move the crash, if possible, off of the freeway and onto the ramps. This lessens the number of rubber necking crashes and reduces the backup of traffic.
They are also encouraged to act as a visual deterrent. This means that they attempt to get voluntary compliance without making enforcement stops. If an enforcement stop is necessary, they move the violator vehicle off of the freeway onto a ramp and take whatever enforcement action that is necessary at that location.*
- *“Ramp” enforcement – This enforcement tactic is used at all times of the day or night. The officer exits the freeway at an off ramp and then re-enters the freeway again. This affords the officer to observe red light violations, and hazardous merging violations when traffic enters the freeway.*
- *“Turn Signal” – This enforcement tactic is used at any time of the day or night. The officers specifically watch for turn signal violations when traffic is changing lanes. This is specifically used when the lane changes are hazardous in nature.*

Even with the hard work the overall crash rate in the Reno Urban area increased this month by 13.8% compared to last month. Property damage crashes increased 25.6%; injury crashes decreased 10% and we suffered two fatal crashes.

The construction zone around the “Spaghetti Bowl” continues to be the largest contributor to the overall crash rate. We looked at the crash rate in the area of the construction zone and those crashes influenced by the construction zone. We found that approximately 35% to 40% of our crashes on Day shift and Swing shift occur in these areas. As the construction project continues it is affecting the flow of traffic more and more. As an example; at one point in the construction traffic was re-routed so that both east and westbound traffic was only divided by plastic construction barrels. On one occurrence a vehicle struck a construction barrel pushing it into oncoming traffic. This then caused the vehicles traveling in the opposite direction to make evasive maneuvers to avoid the barrel and a chain reaction collision occurred.

The month of August showed an increase in the number of arrests for DUI, this increase was 3.4%. The number of DUI arrests from crashes dropped 27.3% to only 8 occurrences.

Fernley/Fallon District

The Fallon area in the month of August handled 28 crashes as compared to 24 in July a 16.7 % increase. The 28 crashes consisted of 1 fatality, 10 injury, and 17 property damage crashes, only 17 crashes occurred within the Fallon area, an increase of 1 from July.

Overall activity for the area has increased from July. August showed a total of 534 violations as compared to a July total of 513 violations, a 4.1 % increase. When compared to August of 2002 the area increased its total violations 198.3%. Hazardous violations increased in the month of August 33.3% with seatbelt violations increasing 15.0%.

Staffing and work hours lost showed a 29.1% decrease from the month of July a difference of 99.80

hours worked. Overtime showed an increase of 101.7% as compared to July. The 127.07 increase in hours is attributed to the Hazardous Materials spill 1-80, Burning Man shift assignments, and crash investigation within the Fernley, Yerington and Hawthorne areas. Fallon assisted Central Command with a fatal investigation on Montgomery pass.

For month August, the Fernley District handled a total of forty-six crashes; thirty - property damage, fourteen injury, and two fatal crashes. The prior month we handled forty-three crashes; twenty-three property, and eighteen injury, and two fatal crashes.

The overall activity for the area has increased from the prior month. This month the district issued 725 citations compared to 682 the prior month.

Overtime was up to 271 hours from the prior month's 219 hours. The majority of this time is from overtime shifts assigned to the Burning Man Festival and the two fatal crashes.

Motorist assist time has decreased from 76 hours last month to 64 hours this month. The number of motorist assist increased from 252 last month's to 270 this month.

The Burning Man Festival attracted an estimated 30,000 participants this year. The number of patrols on SR 447 were increased over the prior years and this is possibly why there were no fatal crashes.

Carson/Minden District

Fatal crashes were down 100% with one last month and none this month or in August 2002. Injury crashes were down 25.6 % from previous month and 17.1% from the previous year. Property crashes were down 10.4% from the previous month and up 6.2% from the previous year. Total crashes were down 16.2% from the previous month and 2% from the previous year. Property crashes involving commercial vehicles is up 300% from the previous month and up 400% from the previous year. Injury crashes involving commercial vehicles is down 100% from last month. This is being watched to see if this is the beginning of a trend or just an anomaly.

DUI arrests from crashes are unchanged from last month but are down 62.5% from last year. DUI arrests prior to crashes are down 4.5% from last month and down 27.6% from last year. Other arrests are down 1% from last month and down 27.7% from last year. Total persons arrested are down 6.5% from last month and down 39.4% from last year. Speed violations are up 3.6% from last month and up 9.6% from last year. Hazardous violations are down 10.9% from last month and down 30.4% from last year. Occupant restraint violations are down 49.5% from last month and up 21.8% from last year. Total violations are down 4.9% from last month and up 2.3% from last year.

Annual leave was down 52.3% from last month and down 39.9% from last year. Comp leave was up 28.3% from last month and down 24.5% from last year. Sick leave was up 63.7% from last month and up 22.8% from last year. Total work hours lost is down 19.8% from last month and up 49% from last year.

Total overtime hours are up 30.4% from last month and down 16% from last year.

Total hours worked are up 16.4% from last month and down 27.5% from last year.

Commercial

The Commercial Section of Northern Command met all of the Federal Goals established by the CVSP, (Commercial Vehicle Safety Plan) with the exception of Level 1 inspections. We still maintained the annual percentage of Level 1 inspections needed and as we enter the final month of the Federal Fiscal Year. We will be required to inspect 14 less than the required monthly goal in order to be at 100% of the yearly goal. We currently are at 92.65% of our Level 1 inspections. Also, as we enter this final month we are at 95.08% of our Level 2/3 inspections. We are still on track and will have no problem in meeting our goals as outlined in the CVSP.

Check sites:

Due to the continued efforts of our commercial Troopers, we were able to cut back on our check site activities in order to boost our Level 2/3-inspection activity. We scheduled 7 check sites and were able to complete 6 of them. The commercial section still operates in 2 squads and with the continued loss of manpower. The 6 completed check sites were accomplished by combining the 2 squads into 1 squad enabling them to have a minimum staffing level needed to complete this task.

MCI (Major Crime Interdiction)

During this month of August, the M.C.I. unit traveled to the Fallon and Hawthorne areas. They went out to see what type of traffic was present and to see if future assigned shifts would be productive. We will be assessing this in more detail to see if rural shifts should be planned in the future.

Trooper Sines continued to work on the Drug Interdiction lesson plan. This lesson plan will be used around the Northern Command area in teaching other Troopers the technique of Drug Interdiction. To date, we have had seven cases plead out in court. Detective Sergeant Jaime Black is currently working with the front office and the DPS repository to get dispositions on all of these cases.

Only one M.C.I. arrest was made in August and no new cases were opened. The M.C.I. unit handled only one property damage crash and one injury crash this past month. A total of 4 searches were made, with no major drugs located.

Members of the M.C.I. unit went to Phoenix, Arizona to attend the EPIC (El Paso Intelligence Center) conference, this month. During this conference, they attended classes and were able to talk to other agencies from not only Nevada, but from the rest of the United States. These talks concerned drug trafficking, interview/interrogation and vehicle searches as well as other subjects. Trooper Barnes was selected to go to this conference and was sent by the Division. Troopers Harmon and Sines were selected and were able to attend this conference with the help of the DEA (Drug Enforcement Agency).

SIRT (Severe Incident Response Team)

This month there were a total of 5 fatalities in the Northern Command area. Two fatalities occurred in the Reno area and the other three fatalities occurred in the Fernley area. SIRT responded to three of the five fatalities and were the case agents in those fatalities. One of the three Fernley fatalities is a prosecution case. The two other fatalities involved a single vehicle/single occupant crash; and a single commercial vehicle crash in which the driver was deceased. This makes only the second commercial vehicle fatality this year. One of the Reno fatalities was a prosecution case.

The final draft of the VeriPic policy was forwarded to Headquarters for the Chief's signature. Once this policy is signed, we will contact VeriPic for some formal training.

Troopers Schilling and Wiebke are still working at the Academy re-writing the DPS Basic A.I. lesson plan. They have then been tasked to write up a lesson plan for the new Form 5, which will be introduced shortly throughout the Command.

Trooper Stout finished the Hit/Run policy and it was sent to Command. Major Wideman has suggested some additions to the policy. These changes were included in the final draft and it has been sent back up to Command.

We handled 5 fatalities this past month. In the Northern Command, we are down in the number of total fatalities and in the number of deaths from last year. Last year at this time, we had 37 fatalities with 50 deaths. Currently we have had 31 fatalities with 32 deaths.

At this time, out of the 33 cases this year, we have two cases that have not been turned in. One case is in final review by Sergeant Fisher. The remaining 30 cases have either been closed or are in the respective District Attorney offices, pending review.

Administration

Court Warrants section showed a decrease in the number of add bookings, 6 less than in July. There were two additional Warrant Booking/Transports this month compared to last and the subpoenas received for the month was significantly less this month compared to July. There were 132 subpoenas received this month compared to 229 in July, a 42.3% decrease. This section is patiently waiting to get IFC (Interim Finance Committee) approval on the addition of one AAI (Administrative Aid I) to the section. The IFC is scheduled for September 16, 2003. The additional AAI will be primarily responsible for the warrant entry backlog. The position will eventually be cross trained in the court paper runs. This will free up the sworn members to do additional duties. There were 548 new warrants received in August compared to 599 in July. The entry of warrants increased this month from 108 in July to 135 in August. This increase was a direct reflection of the assigned AAI putting in overtime.

Evidence and Store Keeper; 69 evidence items were disposed during August compared to 64 in July. There was a substantial decrease in the number of items and cases submitted during August, 47% and 46% respectively. Dave Ballard (Evidence/Store Keeper) participated in an eight-hour training class at the academy to begin experimenting with the new inventory management program developed by Steve Noyes and housed in the State system.

Staffing hours; Use of sick leave has increased in the court warrants section, 74.45 hours compared to 20.30 in July. This was mainly due to a Trooper being involved in a vehicular crash off duty at the beginning of the month. All the overtime claimed this month was due to Troopers being assigned to the Burning Man event in the Black Rock Desert.

Use of overtime has increased, as anticipated, in the administrative section. This is due to the current vacancies, three vacancies and one position on temporary assignment to NDI. Four interviews have been completed for an AAI from the open competitive list. The section hopes to have an employee selected soon.

STAFFING AND WORK HOURS

STAFFING	Authorized positions		Current positions staffed		Percentage of authorized	
	August 2003	August 2002	August 2003	August 2002	August 2003	August 2002
Traffic [Tpr. & Sgt.]	64	98	64	100	100%	102%
Commercial [Tpr. & Sgt.]	19	21	14	19	73.7%	90.5%
Commercial CVSI	3	3	3	3	100%	100%
WORK HOURS LOST	August 2003		August 2002	% Change	July 2003	% Change
Annual leave	1277.5		1874	-31.8%	1603.5	-20.3%
Compensatory leave	464		695.6	-33.3%	525.15	-11.6%
Sick Leave [personal and family]	757.9		3849.5	-80.3%	468.05	61.9%
Military leave	0		0	0%	0	0%
Holiday off	0		0	0%	74	-7400%
Training	682.8		823.25	-17.1%	859	-20.5%
Administrative leave	25		463	-94.6%	60	-58.3%
Leave without pay	0		0	0%	0	0%
Vacancy [173 hours per position*]	865		0	86500%	1038	-16.7%
Total work hours lost	4072.2		7705.35	-47.2%	4627.7	-12%
OVERTIME	August 2003		August 2002	% Change	July 2003	% Change
Paid overtime claimed	1920.5		2438.25	-21.2%	1365.3	40.7%
Compensatory overtime claimed	394.4		244.9	61%	320.7	23%
Total overtime hours	2314.9		2683.15	-13.7%	1686	37.3%
TOTAL HOURS WORKED	August 2003		August 2002	% Change	July 2003	% Change
Number of authorized positions x 173 hours*	14878		21106	-29.5%	15051	-1.1%
Work hours lost	4072.2		7705.35	-47.2%	4627.7	-12%
Overtime	2314.9		2683.15	-13.7%	1686	37.3%
Total hours worked	13120.7		16083.8	-18.4%	12109.3	8.4%

* 173 hours based upon 2080 work hours per year divided by 12 months

Numerical staffing numbers shown reflect only those Sergeants and Troopers whose primary responsibilities include enforcement activity and crash investigation. Command staff and sworn personnel assigned to full time administrative duties are not included as they have no direct impact on the enforcement or crash reduction efforts.

We continue to operate at a reduced staffing level. This is caused by Military duty, vacancies, extended sick leave and special assignment in Carson City (Headquarters).

Traffic

*Total current traffic staff working the road (Sergeants and Troopers) **64***

<i>Reno Urban</i>	<i>32</i>
<i>Carson/Minden</i>	<i>15</i>
<i>Fernley/Fallon District</i>	<i>17</i>

The month of August showed a decrease in the amount of Annual Leave and Comp Leave taken by our officers, 20.3% and 11.6% respectively for a total of 1,741.5 hours.

Commercial

We continue to carry a large vacancy in the commercial section and we are operating at 68.4% of our allotted manpower. Our vacancies continue to be the following;

- *1 - Sergeant assigned to Headquarters*
- *1 - Trooper assigned to Headquarters*
- *1 - Trooper assigned to the M.C.I. Team*
- *1 - Trooper on extended sick leave*
- *1 - Trooper Vacancy*

At the beginning of the month we were authorized one (1) transfer from traffic to commercial which enabled us to fill the one (1) vacancy we were carrying. And although this does fill our only vacancy it will take several months to train him and several more months to get him certified in commercial enforcement. We experienced a 19.7% decrease in the amount of lost work hours compared to July.

RATIOS – CRASH AND ENFORCEMENT

CRASH RATIOS	August 2003	July 2003
Ratio of crashes per Traffic position		
Total	7.1:1	5.8:1
Property	5.2:1	3.8:1
Injury	1.8:1	2.0:1
Fatal	0.1:1	0.04:1
DUI	0.1:1	0.2:1
Commercial vehicle	0.3:1	0.1:1
Ratio of deaths per fatal crash	1:1	1:1
without seatbelts	0.6:1	0.7:1
with seatbelts	0.2:1	0.0:1

FIELD ENFORCEMENT

Ratio of enforcement per Traffic position		
DUI arrests from crashes	0.1:1	0.2:1
DUI arrests <i>prior</i> to crashes	1.9:1	1.8:1
Other Arrests	7.8:1	8.1:1
Speed violations	40.1:1	37.2:1
Hazardous moving violations	15.4:1	13.6:1
Occupant restraint violations	5.4:1	6.6:1
Total violations	93.1:1	87.6:1

RATIOS – CRASH AND ENFORCEMENT *Cont'd***INSPECTION / ENFORCEMENT RATIOS**

August 2003

July 2003

Ratio of inspections and enforcement per Commercial position

Hazardous moving violations – citations	1.3:1	0.2:1
Other traffic violations – citations	3.4:1	3.3:1
Total safety inspections [all levels]	22.6:1	45:1
Terminal inspections TIP	0:1	0:1
Total safety violations -- citation *	33.2:1	40:1
Average safety violations per inspection -- citation	1.2:1	0.6:1
Total safety violations -- repair order	47.1:1	69.7:1
Average safety violations per inspection -- repair order	2.1:1	1.5:1
Total vehicles placed “Out of Service”	3.5:1	21:1
Average vehicles placed OOS per inspection	0.2:1	0.5:1
Total drivers placed “Out of Service”	0.5:1	2.8:1
Average drivers placed OOS per inspection	0:1	0.1:1
Total school buses inspected	7.3:1	20.8:1
Total school buses placed “Out of Service”	0.6:1	2.8:1
Total trucks weighed *	10.9:1	55:1
Total overweight citations*	1.9:1	5.3:1
Total dyed fuel inspections *	18.8:1	36:1
Total dyed fuel citations*	0:1	0.8:1

*Commercial Sworn Only

Projects / Action Plans and Upcoming Events

Reno Urban

Projects / Action Plans

Aggressive "Bowl Patrol" will continue during commuter times. As always, traffic stops in the bowl area during these times will be discouraged and the Troopers will strive for visibility. As we have been, we will continue to utilize the radar trailer in and around the bowl area and construction zones.

As mentioned earlier we have started to utilize the portable sign board in conjunction with the Directed Enforcement assignments to work areas of known high speed violations. These areas are the Pyramid Highway and the Pleasant Valley areas. This program is still showing great success.

Upcoming Events

The month of September brings "Great Reno Balloon Races" (September 03rd through the 7th), "Reno Air Races (September 8th through 14th) and their related increase in traffic. Although neither of these events takes place on Highway Patrol jurisdiction, the traffic coming and going from these events affects our highways. We are placing additional patrols within the hardest hit areas for additional motorist assistance.

The Sparks Farmers Market is continuing throughout the summer months. The Market itself is not a problem for this agency. The potential problem is from the large numbers of people who gather in the late evening at the various bars and consume alcohol. Swing and Graveyard shifts are aware of this event and will keep an eye on it.

Fernley / Fallon District

Projects / Action Plans

Directed enforcement all areas using S.E.D (Selected Enforcement Detail).

Continued evaluation of proactive enforcement efforts.

On September 1st the restructuring of the district into one duty station with day shift / swing shift Sergeant.

Upcoming Events:

None

Carson / Minden District

Projects / Action Plans

Operations plan for the Candy dance is done and submitted.

The operations plan for the Tahoe 72 is being written.

Upcoming Events:

None

Nevada Highway
Patrol
Northern Command

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Commercial Enforcement

Projects / Action Plans

With the arrival of two (2) new troopers to commercial, they will be required to attend all training which total about five (5) weeks. Also, we have six, (6) troopers that still require some training and they have now been scheduled.

Starting next month the new federal fiscal year starts. This means we will begin a new year and will begin to gather our new stats. We will try to obtain as much of our goals as possible due to the upcoming winter months which in the past has forced us to cancel check sites and other required duties.

Upcoming Events:

The fall – Washoe County School Bus Driver-Safety Education-Training.

In house 72-hr check site. This is in addition to the national one and will depend on the Elko area and I80 repairs.